

# PORTLAND FISH MEN TALKING.

## Opposed to Beam Trawling and Plan An Active Campaign.

### Subject Was Discussed This Week In The Canadian Parliament.

Congressman Gardner's bill having for its object the abolition of the beam trawling method of fishing as far as the markets of the United States is concerned, is now in the hands of the committee on merchant marine and fisheries.

The document reads as follows:

"Sec. 1.—Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that hereafter no fish of any kind shall be imported into the United States or landed upon its shores which have been caught by the method known as beam trawling or by any method of fishing which essentially consists in the dragging of a net or cage along the bottom of the sea by a vessel in motion of over 20 tons gross.

"Sec. 2.—That each fishing vessel and each certificate of registry issued to vessels of the United States shall contain these words: 'This license (certificate of registry) does not permit its holder to engage in beam trawling or in fishing by any method which essentially consists in the dragging of a net or cage along the bottom of the sea by a vessel in motion.'

"Sec. 3.—That the penalty for the violation or attempted violation of this act shall be forfeiture of a license or certificate of registry on the part of the vessel engaged in said violation, if a vessel of this country, and the forfeiture to the United States according to law, of the fish imported or landed or sought to be imported or landed.

"Sec. 4.—That nothing in this act shall be held to apply to any method adopted for the purpose of catching shellfish only."

#### How Portland Feels.

Frank S. Willard of the F. S. Willard Company of Portland, in speaking of beam trawling to a Portland Press reporter, said:

"The practice is a menace to deep sea fishing. The beam, or other trawl, is the most destructive method of fishing yet devised. It offers absolutely nothing to attract the fish to the grounds, but will drive them away.

"In its method of operation, it drags along the bottom and scoops up all sizes of fish, large and small. As a result, the small fish are thrown away as being unfit for the market and thus hundreds and thousands of fish are destroyed without doing any

good. Everything is brought up from the bottom, even including shellfish, so that it may easily be seen how destructive the method is."

M. W. Trefethen of J. W. Trefethen Co. in speaking of beam trawling, said: "If it is allowed to continue, the fishing industry will be practically killed in 10 years."

While sometimes there is a diversity of sentiment among the dealers in the opposition to beam trawling they are unanimous in Portland. The fishermen themselves are just as much opposed to the practice as the dealers. One of them told a Press reporter that if it were allowed to continue, the small fishing boats would be driven out of business and the men would be forced to ship for \$25 a month as other seamen now are.

The Maine dealers are going to bring the matter before a number of civic organizations throughout the state, including the Board of Trade of Portland. They are to appear before the special session of the legislature and ask it to go on record as being in favor of the bill now before Congress.

#### Matter Is Debated in Parliament.

In the Canadian Parliament on Tuesday, Mr. Sinclair, a member from Cape Breton spoke on the beam trawling matter. He pointed out that beam trawling is strongly objected to by the whole fishing population, that it is destructive not only of the fisherman's gear, but also of fish life itself, and, if persisted in, would deplete the fishing grounds. It was impossible for line fishermen to carry on business in the same waters. Mr. Sinclair urged the government to follow up the lead of the late government which prohibited trawling in all Canadian waters and amended the law so to deprive trawlers of sharing in the fishing bounty.

The Minister of Fisheries, Mr. Hazen, expressed grave doubts as to the correctness of Mr. Sinclair's arguments. He did not agree with the statement that beam trawling is destructive to fish life or that the beam trawler left any bad effects on the spawning grounds. The whole tone of the Minister's remarks which were read from a document carefully prepared, was virtually an essay in defense of beam trawling.

Mr. Jamesone, M.P., who proposed such drastic remedies last year, had nothing to say on behalf of the fisherman of Nova Scotia.

Feb. 9.

Feb. 9.

#### DIDN'T THAW THEM OUT.

#### Experience of a Fisherman, a Suit of Oil Clothes and a Searchlight.

One of the crew aboard Capt. Matthew Greer's schooner, the Mary B. Greer, is temporarily short a fine suit of oilskins because he didn't understand the principles of the new searchlight which Johnny Hogan put aboard the craft. It happened out on Georges. The spare hand having come aboard with his dory full of fish and his oil suit frozen stiff, conceiving the idea that if he hung up the oilskins and turned the searchlight on them, the power of the searchlight would thaw them out. Accordingly he took off the frozen oilskins and laid them down on the deck. Then he switched on the searchlight and pointed it on the oilskins. An hour later Capt. Greer, coming on deck, discovered the searchlight turned deckwards. And on the deck, under a foot thick coating of ice were the oilskins of the spare hand, more frozen than ever. As a result whereof the spare hand spent the voyage to shore down in Capt. Greer's electric lighted cabin near the stove.

#### Lots of Lobster Traps Destroyed.

Some idea of the extent of the damage sustained by lobster traps around Shelburne, N. S., in the recent gale of two or three weeks ago may be gained when it is learned that no fewer than 1127 traps were destroyed between William Bush Jordan Ferry, and John Irwin's Jordan Bay, a range of shore not over four or five miles. Each trap is valued at about \$1. But the loss of traps is really the smallest part of it. The destruction of the traps means the stopping of fishing for a while and this is where they suffer the most.

#### Jap Fishing City.

The San Francisco Examiner says a Japanese fishing syndicate was about to complete a deal to secure a monopoly of 5,000,000 acres of land in lower California, but the deal was blocked by the U. S. state department, as the concession was said to permit the establishment of docks and coaling stations. Advice from Mexico City says Foreign Minister Calero denies there is any foundation for the story. The Sandoval Company, of Los Angeles, Cal., holds a five-year fishing concession from Mexico.

# WILL SHIP FARES THEMSELVES.

## Gorton-Pew Fisheries Co. Takes Hand In Halibut Situation.

### Sch. Pauline, Another of Its Fleet, In This Morning.

The halibut fare of sch. Tacoma for which no offer could be secured yesterday at either this port, Boston or Portland still remained unsold up to noon today.

During the forenoon, sch. Pauline, from Georges, brought in 10,000 pounds more of halibut and the same situation as in the case of sch. Tacoma has developed.

The failure of the owners and skipper to get a figure yesterday was the chief theme of discussion in fish circles for none seemed able to explain the situation. Not only here but at Portland and Boston the same condition of affairs existed.

A Times representative interviewed Ernest L. Blatchford, manager of the New England Fish Company this morning with a view of ascertaining the reason of the situation.

Manager Blatchford attributed the dull market as a cause for the failure of the dealers to make an offer on the

Tacoma's trip. The dealers, he said, had lots of frozen Pacific fish on hand, while the demand had been unusually light. A change was looked for in a very few days when the market would pick up again. It had happened before, on occasions when the market was dull, that trips had to lay over.

Benjamin A. Smith, vessel manager of the Gorton-Pew Fisheries Company, owners of the Tacoma and Pauline tried to sell the Tacoma's fare again this morning, but without success. It is understood that the local concerns were asked to set a figure on the fish, and that the owners even made a price, but nothing was accomplished. Mr. Smith said this noon that it looked very much as though the firm would have to ship the Tacoma's trip themselves, as well as that of the Pauline.

Just before going to press, Mr. Smith said the Gorton-Pew company decided to take both trips themselves and the fish will be shipped by owners this afternoon to the Boston and New York markets.

Feb. 9.

Feb. 10.

## HARD FISHING IS REPORTED.

### OFF SHORE SKIPPERS SAY FISH ARE SCARCE AND WEATHER BAD.

The wharf dealers had a fair supply of fish this morning, for in addition to yesterday's supply, 16 trips have since arrived, six of them being from off shore.

The large fares are schs. Elmer E. Gray, 35,000 pounds, Matthew S. Greer, 61,000 pounds, Frances S. Grueby, 52,000 pounds, Lillian, 57,000 pounds, steamer Foam, 47,000 pounds and sch. Cynthia. The off shore skippers report fish scarce and weather bad.

Haddock sold at \$2.10 to \$3.60; large cod, \$4 to \$5; market cod, \$3 to \$5; hake, \$4 to \$6 and cusk, \$2.50.

#### Boston Arrivals.

The fares and prices in detail are:  
Sch. Alice, 6000 haddock, 600 cod.  
Sch. Sadie M. Nunan, 5000 haddock, 600 cod, 200 hake.  
Sch. Helen B. Thomas, 4000 haddock, 3000 cod, 2000 hake.  
Sch. Elmer E. Gray, 30,000 haddock, 4500 cod.  
Sch. Matthew S. Greer, 60,000 haddock, 1300 cod.  
Sch. Frances S. Grueby, 50,000 haddock, 2000 cod.  
Sch. Lillian, 50,000 haddock, 7000 cod.  
Steamer Foam, 45,000 haddock, 2500 cod.  
Sch. Mary B. Greer, 3000 haddock, 1500 cod, 16,000 hake.  
Sch. Mary E. Silveira, 5500 haddock.  
Sch. Stranger, 3000 haddock, 1200 cod, 1800 pollock.  
Sch. Washakie, 4000 haddock, 2700 cod.  
Sch. Olive F. Hutchings, 7000 haddock, 400 cod.  
Sch. Annie and Jennie, 1200 haddock, 500 cod.  
Sch. Motor, 500 haddock, 10,000 cod.  
Sch. Cynthia, 10,000 cod.  
Haddock, \$2.10 to \$3.50 per cwt.; large cod, \$4 to \$5; market cod, \$3 to \$5; hake, \$4 to \$6; cusk, \$2.50.  
Sch. Laverna, 35,000 haddock, 2400 cod.

#### Another Salt Banker Sails.

Sch. Fannie A. Smith, Capt. Joseph V. Bonia, sailed today on a salt bank trawling trip, being the second of the fleet to get away this season.

## INNER HARBOR PACKED WITH ICE

### SCH. INGOMAR FROM OFF SHORE BRINGS 60,000 POUNDS FRESH FISH.

The only off shore arrival here this morning is sch. Ingomar, Capt. Horace Wildes, which came in yesterday afternoon from a fresh haddock trip with 60,000 pounds of fresh fish and 1500 pounds of halibut.

Yesterday was a bad day for the gill netters, all the small crafts putting back into port. The steamers managed to get a set, but some were able to haul only part of their nets and consequently brought in smaller fares than usual.

This morning was about one of the toughest of the season along the water front. The inner harbor is packed with ice and there was not a sailing of any description up to noon.

The thermometer at the building of the Commercial Cable Company at Rockport recorded 3 below zero at noon today which is the coldest that has been recorded there at noon since the building was built many years ago.

#### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Sch. Ingomar, Georges, 60,000 lbs. fresh fish, 1500 lbs. halibut.  
Sch. Stranger, shore.  
Sch. Rebecca, shore.  
Sch. Flavilla, shore.  
Sch. Mary B. Greer, shore.  
Sch. Manomet, shore.  
Sch. Elva L. Spurling, shore.  
Steamer Quoddy, gill netting, 2000 lbs. fresh fish.  
Steamer Rough Rider, gill netting, 1200 lbs. fresh fish.  
Steamer Margaret D., gill netting, 2000 lbs. fresh fish.  
Steamer F. S. Willard, gill netting, 1500 lbs. fresh fish.  
Steamer Prince Olaf, gill netting, 800 lbs. fresh fish.  
Steamer Nomad, gill netting, 2500 lbs. fresh fish.  
Steamer Bethulia, gill netting, 1200 lbs. fresh fish.



Feb. 10.

# TO CARE FOR SALT COD CATCHERS.

## Revenue Cutters Will Visit Pacific Craft In Behring Sea.

As a result of considerable correspondence between cod fishermen of the Pacific coast and Congressman Humphrey, protection will be furnished the fleet by the revenue cutter service while the vessels are on the banks so far away from civilization, and while it has not been promised that more than one call will be made during the season, it is expected that men on the boats will be brought into communication with the world by several visits of the cutters.

In connection with the question of arranging for cutters visiting the fleet, W. F. Robinson, formerly of this city, now president and manager of the Robinson Fisheries Company of Anacortes, Wash., had considerable correspondence with Congressman Humphrey, and received word from him that Commandant Berthoff had written that the request of the cod fishermen had been granted.

Mr. Robinson's letter to Congressman Humphrey was quite explanatory of conditions which prevail on the fishing banks during the season, setting forth the reasons why visits of the revenue cutters are necessary. His letter follows:

### Mr. Robinson's Letter.

"For some time we have endeavored to have the government recognize the desirability, and in fact, the necessity of having a revenue cutter visit our vessels in the Behring sea during the summer season for the purpose of rendering any assistance that might be needed. We understand that the government provides such service for the fishing fleet on the Atlantic coast, and the same or better reasons exist for a similar service on the Pacific coast, where the voyage lasts five months

and the crews get lonesome and discontented, if not sick, and where the temptation and the opportunity to desert are always present."

"The delivery of mail occasionally during the long season would have a good effect on the crews and the opportunity to send some message to their families and friends would be appreciated. Besides this the captain would have a chance to report to the owners the progress made in getting a cargo, of which at present they have no means of knowing."

"In case of severe illness of any of the crew he could be taken care of by the cutter's surgeon or taken to the nearest steamer landing to be sent home, instead of, as sometimes happens, breaking up a trip, to the great financial loss of the owners, on account of getting the sick or injured man to a place where he could be properly taken care of."

"And in the case of deserters, which occur only too frequently, the owners lose not only the services of the fishermen, but often considerable property, and with the excuse of getting lost, shipwrecked, or other tale of distress, prevails upon some passing vessel to land him, or makes his way to land and with the outfit taken from the vessel, starts anew. Then there are sometimes disturbances on the vessels which the presence of a revenue cutter and United States officers might help to settle for the best interests of all concerned."

"We would ask you to kindly consider this question with the authorities there, explaining the situation, and urging prompt action in favor of establishing the service desired. You are familiar with the conditions on this coast, the long voyage, the distance from home, and the loneliness which an occasional visit from a cutter would relieve, and the advantages which visits would be to all concerned."

Feb. 10.

## FIVE OFF SHORES IN AT T WHARF.

CRAFTS HAVE FAIR TRIPS AND ALL ARE BADLY ICED UP.

Bad weather was reported by vessels arriving at T wharf, Boston, yesterday afternoon, each craft being iced from stem to stern as they tied up at the dock.

Five trips arrived since yesterday forenoon, all from off shore. They are schs. Alice M. Guthrie with 74,000 pounds, Diana, 45,000 pounds, Maud P. Silva 61,000 pounds, Elsie, 54,000 pounds, and the steam trawlers Swell and Spray with 42,000 pounds and 32,000 pounds each. The crafts also brought in about 3000 pounds of halibut.

Haddock was quoted low, selling at \$2 to \$2.15 a hundred weight; large cod, \$6; market cod, \$4 to \$4.50 and halibut, 16 cents a pound right through.

### Boston Arrivals.

The fares and prices in detail are: Steamer Swell, 40,000 haddock, 2000 cod, 500 pollock.

Sch. Alice M. Guthrie, 66,000 haddock, 8000 cod, 800 halibut.

Sch. Diana, 38,000 haddock, 7000 cod, 1000 halibut.

Sch. Maud F. Silva, 55,000 haddock, 6000 cod.

Sch. Elsie, 45,000 haddock, 9000 cod, 1000 halibut.

Steamer Spray, 26,000 haddock, 6000 cod.

Haddock, \$2 to \$2.15 per cwt.; large cod, \$6; market cod, \$4 to \$4.50; halibut, 16 cents for white and gray right through.

### TODAY'S FISH MARKET.

#### Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above prices.

#### Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

#### Portland Fish Notes.

A number of small trips of fish were brought in at Portland Thursday, and the total amount was fairly large. Those reported were the George H. Lubee, 6000; Katie L. Palmer, 3000; Eva and Mildred, 3000; Hockmook, 2500; Albert D. Willard, 5000; Edmund F. Black, 4500; Fannie Hayden, 4000; Lochinvar, 8000.

Two craft at Portland are now getting ready for seining of pollock. The schooner Marion Turner needs only her dories to be ready and Capt. Clarence Turner says he will leave in a week. Capt. George McLain of the steamer Eva and Mildred was here Thursday and will begin at once to get that craft in shape for the same work.

Feb. 10.

## SOLD HALIBUT AT PORTLAND.

BUT SCH. MARSALA'S FARE WENT AT QUITE A DROP IN PRICE.

Sch. Marsala of this port, one of the Georges handlining fleet arrived at Portland Thursday after a three weeks' trip out with 5000 pounds of halibut and 14,000 pounds of salt cod. The Marsala had no difficulty in disposing of her halibut, which sold to J. W. Trefethen Company. The prices were low, however, only seven and nine cents having been paid for the trip. The skipper reports bad weather on the banks, it blowing most of the time he was there, but the schooner came through without any mishap.

Feb. 10.

### Fishing Fleet Movements.

Sch. Fannie E. Prescott, arrived at Liverpool, N. S., Wednesday last and cleared for fishing.

Sch. Romance and Pontiac arrived at Liverpool, N. S., Tuesday last and cleared for the fishing grounds.

Sch. Selma cleared from Halifax for the fishing ground Tuesday last.

### Halibut Prices.

The halibut fare of sch. Marsala, which sold at Portland brought 9 cents a pound for white and 7 cents a pound for gray.

Feb. 12.

## BIG MASS MEETING AT LUNENBURG.

Resolution Passed to Refuse Steam Trawlers Coal and Supplies.

The fishermen of Lunenburg, N. S., have begun agitating against steam trawling. A meeting was held Saturday night at which one of the principal speakers was F. G. Robinson of Boston. Capt. George E. Heckman of this city and a number of the local anti-beam trawling committee, was also present.

Mr. Robinson of the Boston committee said the fishing interests of Gloucester would raise \$100,000 and perhaps \$1,000,000 to put the steam trawlers out of business. He argued

that steam trawling reduced the size and number of the fish caught by ordinary trawlers, and he urged Nova Scotia to prevent steam trawlers entering its waters.

A resolution was adopted asking the Dominion government to prohibit the landing in Canada of fish caught by steam trawlers and that steam trawlers be refused coal and provisions at Canadian ports. It was resolved to send a delegation to Ottawa and a committee was appointed to agitate the matter.

Feb. 12.

### Arrivals at T Wharf.

The total number of arrivals at T wharf, Boston, for the week ending February 9, was 60, aggregating 1,838,140 pounds against 43 arrivals, with 850,600 pounds for the same period in 1911.

### Gone to Boston.

Sch. Elizabeth N. of Bucksport, has towed to Boston to discharge her frozen herring.

Feb. 12.

### Herring All Out.

Schs. Athlete and Gossip have completed discharging their cargoes of frozen herring at Boston and returned here.

Feb. 12.

## BIG FLEET IN FROM OFF SHORE

VESSELS HEAVILY COATED WITH ICE AND HAD TERRIBLE WEATHER.

Every vessel reaching T wharf since Saturday was heavily coated with ice, the crafts having encountered plenty of weather and ice, and showed unmistakable signs of the terrible cold which has swept the coast the past few days.

There were just 15 arrivals at the dock this morning, 11 of which were from off shore. Sch. Lucania, Capt. Martin Welch, had the largest fare, hailing for 85,000 pounds. Sch. Harmony also has a fine trip, hailing for 81,000 pounds. Other arrivals are schs. Benjamin A. Smith, 65,000 pounds, Josie and Phoebe, 61,000 pounds, Buena, 42,000 pounds, Muriel, 37,000 pounds, Raymah, 58,000 pounds, Thomas S. Gorton, 68,000 pounds, Ethel B. Penny, 57,000 pounds, Onato, 57,000 pounds, steamer Crest, 24,000 pounds.

Some of the crafts brought in a few halibut, the fleet having about 5500 pounds among them.

Haddock sold at \$1.50 to \$2, large cod, \$4 to \$5; market cod, \$3 and halibut, 13 cents a pound right through for white and gray.

### Boston Arrivals.

The fares and prices in detail are: Sch. Benj. A. Smith, 45,000 haddock, 14,000 cod, 6000 cusk.

Sch. Crest, 18,000 haddock, 6000 cod.

Sch. Harmony, 65,000 haddock, 16,000 cod, 1200 halibut.

Sch. Josie and Phoebe, 40,000 haddock, 11,000 cod, 10,000 hake.

Sch. Buena, 20,000 haddock, 22,000 cod.

Sch. Muriel, 30,000 haddock, 7000 cod.

Sch. Priscilla, 8500 cod.

Sch. Mabel Leavitt, 1000 cod.

Sch. M. Madeleine, 12,000 cod.

Sch. Thos. S. Gorton, 55,000 haddock, 10,000 cod, 2000 hake, 1600 halibut.

Sch. Raymah, 45,000 haddock, 13,000 cod, 1500 halibut.

Sch. Ethel B. Penny, 35,000 haddock, 22,000 cod.

Sch. Lucania, 80,000 haddock, 4000 cod.

Sch. Onato, 55,000 haddock, 1500 cod, 1000 halibut.

Sch. Elizabeth N., frozen herring.

Haddock, \$1.50 to \$2 per cwt.; large cod, \$4 to \$5; market cod, \$3; halibut, 13c.

### TODAY'S FISH MARKET.

#### Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above prices.

#### Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

### Fishing Fleet Movements.

Schs. Evelyn M. Thompson and Gladys and Nellie arrived at Liverpool N. S., Friday last and cleared for the fishing ground.

Among the Gloucester fishing schooners in Shelburne, N. S., last week were Aspinet, Richard, Frances J. O'Hara, Regina, Lizzie M. Stanley and Manhasset.

### Has Halibut at Portland.

Sch. Claudia of this port is at Portland today from a Georges handlining trip with 6000 pounds of halibut and some salt cod.